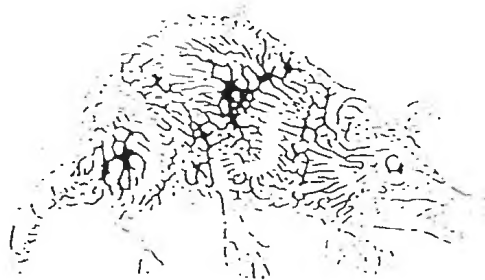


PHOBOS

NYHETSBLAD FOR ARES - kun for medlemmer

Nr. 214, onsdag 8. april 1998



REDAKSJONELT

Dette blir nok (dessverre) et PHOBOS som kommer til å bli en del av fanzinehistorien: Det første av over 200 nummer som ikke ble ferdigstilt i tide til det møtet det skulle kommet ut til. På grunn av kommunikasjonsproblemer og forskjellige vidervedigheter i forbindelse med påske (samt ikke minst at to tredjedeler av redaksjonen var bortreist) kom ikke dette nummeret medlemmene i hende til møtet onsdag 7., den offisielle publikasjonsdatoen. Det aktuelle materialet var samlet inn til et nummer hvor riktignok føljetongene manglet, men det ellers ble plass til en del annet spennende stoff. Det har nok hendt et par ganger tidligere at PHOBOSer ikke er blitt mottatt av medlemmene før onsdagen etter gjeldende dato, men da har det vært fordi Aresmøtet av ulike grunner ikke er blitt avholdt! (F.ex. skjedde dette en onsdag sommeren '96...)

Nå er selvsagt ikke dette noen katastrofe i og for seg, men flere ting gjør det nokså uheldig. For eksempel skulle oppslaget i dette nummer om Jan Erik Storebøs *Nuclear Mythos* vært en slags forhåndsinfo om det spillet, som egentlig skal presenteres og prøvespilles i dag. Nå får vi se om interessen tilsier at det blir noen prøvespilling: Vi for vår del kan bare beklage. At den siste episoden i Storebøs føljetong også må vente, skyldes rett og slett at stress for å komme i orden med dette nummeret, og alt påske-rotet som fulgte, ikke har gitt oss tid til å finne den frem: Del III kommer i neste nummer. Det samme gjør kanskje en ny del av Herman Ellingsens fortelling om Malenkaja, og helt sikkert en oppdatert *War in Europe*-rapport fra ~~Josef Stalin~~ Johannes Berg, samt hans Ex Cathedra-spalte.

Og ellers? Vel, ARCON-brosjyren er "litt forsinket" i forhold til den optimistiske målsetningen om å ha den klar til påske — har man hørt den før? De før nevnte to tredjedels-fraksjonistene i redaksjonen har altså vært bortreist, og det t.o.m. til England, men rekker ikke å skrive noen rapport om stoda blant spillbutikker og annet spennende der til dette nummeret. Altså blir det seende ut omtrent slik vi ville ha gjort om det hadde rukket å bli ferdig til 8/4 likevel: Hvorfor da bruke redaksjonelt-plassen vår på det? Vel dette skyldes to ting:

1. Vår utrolige og uoppslitelige ærlighet overfor leserne.
2. At vi trengte noe å skrive redaksjonelt om.

Å skyldte på almen kronologisk forvirring er nok å jukse (bortsett fra i forbindelse med år 2000/2001-problematikken!) Allikevel er det jo et snev av sannhet i det: Landskapet rundt redaksjonslokalet akkurat nå ligner med på midten av mars enn en måned senere iflg. kalenderen; kanskje det var overgangen til sommertid like før påske som fikk tiden til å gå i spinn? La oss håpe at denne spalte i neste PHOBOS kan by på mer vårlige omgivelser, og kan henvise til skrikende måker og solglitrende hav med en noe nærmere tilknytning til virkeligheten. Skal det først bli klimaskifte, er aksellerert drivhuseffekt over Norge langt å foretrekke fremfor en ny istid!

NUCLEAR MYTHOS – NYTT ROLLESPILL

ved Jan Erik Storebø

15. april vil et nytt rollespill se dagens lys på Bjølsen - Ares (for å synke ned i glemsel?)

What is nuclear mythos?

Yes, what it is? The setting is determined by the GM. However this is the designers setting : nuclear mythos is a role playing game set in planet Earth after World war IV (No, world war III has already been, you nitwit). This world war is in close future. Things are missing in this world, and the world is hardly much organized. However, anti-radiation devices are invented. But there are more problems : all sorts of mythological beings are freed as a result of the War. They were entrapped by wizards long time ago. Is it still magic? Depence. If you play magical nuclear mythos : yes. If you play normal nuclear mythos : no. Nuclear mythos is a game that will probably be much changed through the ways of experience.

Players abilities :

These are :

Magic : knowledge of magic and magical beings.

Strength: strength and knowledge of strong beings.

Dexterity: dexterity and knowledge of acrobatic beings.

Weapon abilities: determines how well you use weapons and which weapons you can use properly.

Intelligence: intelligence and knowledge of intelligent creatures.

Survival: ability to survive and avoid injuries.

Awareness: ability to become aware, find, track and get initiative in combats.

(denne introduksjon er den samme som er på GM – arkene)

I dette spillet er alle mennesker. De har 5 på hver ability utenom weapon abilities og magic. I "Normal" vil spilleren i tillegg ha 11 verdier å fordele, men kan starte med maks 10 i noe. I "magic" får en 13. For å kunne magi må man minst ha 3 i det. Systemet med verdier er slik : 1=1%, 2=3%, 3=5%, 4=5% + knowledge, 5=10%, +1=5%. Dette er nok uforståelig nå, men vil bli forstått etter hvert. Uansett er det GMs hodebry. Rollespillet er riktignok på eksperimentstadiet, men jeg synes det er utrolig komplett (til å være meg). Rollespillerene vil prøve seg mot sekulære og mytologiske skapninger i en usikker verden. Prøv nå å unngå å dra likheter med nåtidens verden. Det som gjør verdenen så usikker er at du ikke vet hva som venter rundt hjørnet. Kanskje dukker en griff opp for å spise deg. Det er ellers en kjent sak i Nuclear mythos at kafeerverter har en tendens til å ha en griff liggende på lur til dem som ikke betaler regningen. I denne verden er det en del småkonger som har sin egen hær til å bølge med deg. Eller kommer kanskje noen mutanter, skapt av atomkrigen, for å ta deg? Spillsystemet ønsker jeg ikke å komme nærmere inn på nå. Det som gjør spillet så interessant er alle mulighetene. Alt mulig kan skje. Og spilleren vet ikke mye om verden. Det har hendt at folk har kommet inn i en by og betalt portvakten, bare for å betale en ny portvakt fordi en annen har overtatt i mens. Ellers har jeg laget system for 84 skapningstyper som kan komme opptil i millioner av eksemplarer. Mye moro (ekkkelt) vil hende med rollespilleren i dette rollespillet. Personlig vil jeg nyte anledningen til å bruke en av de millioner av muligheter i dette spillet.

Dato : 15. April. GM: Jan Erik Storebø. Rollespill : full av muligheter. Spillsystem litt svakt, men antagelig tilstrekkelig. Baserer seg på mytologi og urolige tilstander. Ide: Anne Storebø (hindret i sin...hm...frie utfoldelse) & Jan Erik Storebø (uhindret i sin genialitet). Det konkrete: Jan Erik Storebø.

I forbindelse med rollepillet vil det jeg forøke å lansere en serie historier i PHOBOS. Disse er basert på rollespillverdenen. Historiene er kanskje av liten litterær verdi, men anbefales likevel for den som ønsker å sette seg inn i rollespillverdenen. Den er nemlig kanskje litt uvanlig. Man er jo gjerne vant til enten middelalder, nåtid eller fremtid. gjerne i kaos (annerledes kaos enn i Nuclear Mythos) eller i 1984 – stil (storebror glaner på deg).

Habakkuk

The Bergship aircraft carrier project described by Mike Williams

By mid 1942 German U-boat Wolf Packs were sweeping the critical trade routes across the Atlantic to telling effect. Allied shipping losses were reaching crippling proportions. This was the desperate time when ideas which would have been immediately dismissed in peace-time as impractical and indeed insane, were now officially granted a hearing and serious consideration.

One such concept which arose was an idea by Geoffrey Pyke, then hold-

ing the important post of the Director of Programmes at Combined Operations. His idea was to build a virtually unsinkable Iceberg aircraft carrier. Code named Habakkuk, after a minor prophet, with his quote, "For I will work the work in your days which ye will not believe". This concept was indeed one which stretched the imagination to the full.

On the 23 September 1942 Pyke submitted his comprehensive memorandum to Lord Louis Mountbatten. He suggested that a form of water and wood pulp ice, which he immodestly called Pykrete, would be employed in the fabrication of a large vessel, that would possess a number of important features, namely that ice was difficult to break-up with explosives and shells, and physically ice would not sink.

Employing ice as an airfield was not entirely new, with Amundsen in 1923 taking advantage of such a naturally flat surface to launch a ski-equipped single engined Curtiss, and two Dornier Wal amphibious craft

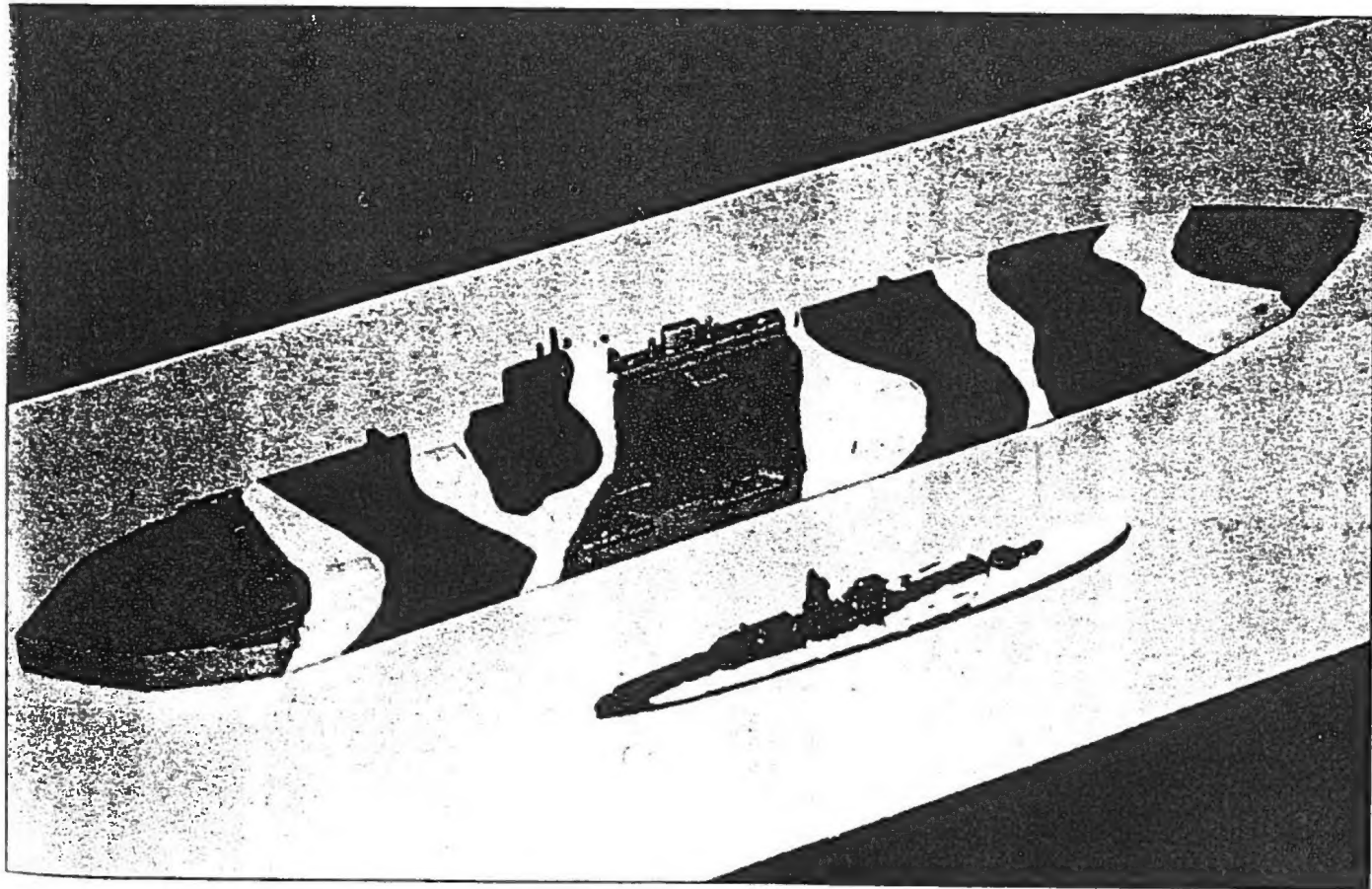
during this polar expedition. Further to this, in 1926, the Russian explorer M.S. Babushkin used his single-engine YU-13 monoplane on ice fields.

An enthusiastic Mountbatten forwarded this concept to Churchill, who also saw the benefits from such a novel vessel, with a very favourable memo dated the 7 December 1942 confirming this fact. Work began at once, with the Canadian Government's involvement at an early stage sought as the obvious base for any such building project, with its abundant natural resources and suitable climate. Feasibility problems were investigated, with initially a 1/50th scale, 1,100 ton model fabricated at Patricia Lake, Saskatchewan. Developments in the USA also followed, with Professors Mark and Hohenstein perfecting Pykrete.

Different Designs

By January 1943 three separate designs were being advanced. These were for amid-Atlantic relay base, a

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purely fighter, and a medium bomber anti-submarine configuration. By April this concept had evolved into six designs, that for a relay airbase over 3,000ft long, one of 2,000ft for short range anti-submarine patrols, an advance fighter base of 1,500ft, a cargo ship, an oil tanker, and lastly a combination of the latter two.

All interesting and rather potent concepts, but by the Summer of 1943 the Bergship had been finally agreed upon as a 2,000ft long 300ft beamed design, displacing a colossal 1,800,000 dead-weight tons. It was envisaged that within this cavernous hull internally subdivided into ten main sections, would be quarters for her 3,590 man complement, ample store-rooms, fuel, water ordnance, refrigeration plant, and aircraft hangers.

As any conventional propulsion system could not manage with the unusual requirements of this design, it was envisaged that twenty-six 1,100 bhp electric motors, housed in external nacelles, powered by a centrally located 32,000 bhp turbo-powered electric generator, would be capable of propelling this ponderous bulk to 7kts.

Building Site

The location of the proposed construction site was Cornebrook, Newfoundland, where the temperature stayed below minus 5 degrees Celsius for at least a hundred days every year, there was a level 100 acre expanse on the foreshore, and the site possessed the required very deep harbour essential for this vessel's 150ft draught. This site would demand a constant supply of 30 million gallons of fresh water every day through 1,000 miles of 1.25in piping, a 150,000kW plant to power at least 40,000 tons of specialised equipment, ranging from pulp grinders, ammonia compressors, to fans, and cost some \$10 million to construct.

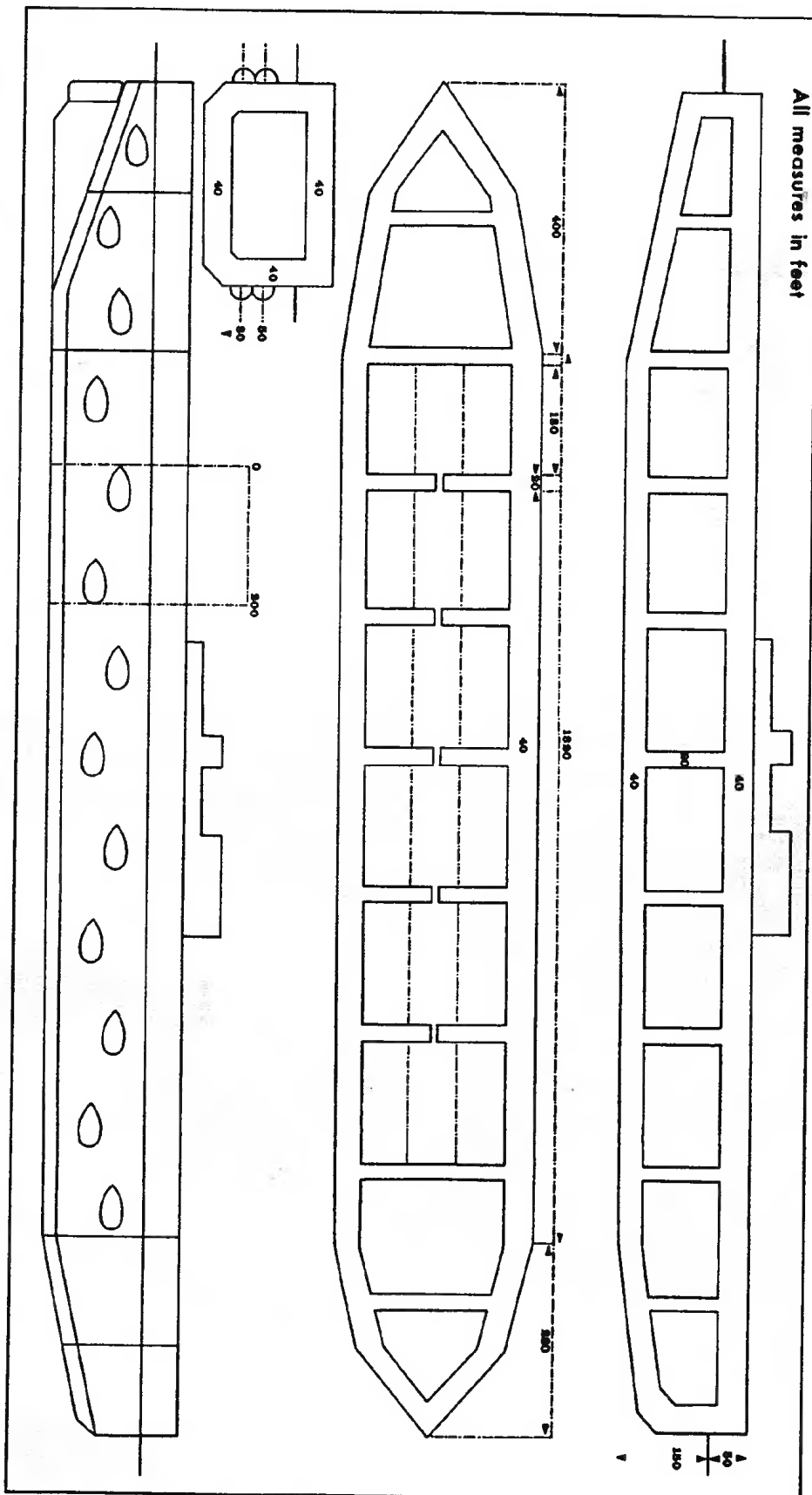
The Pykrete was to have been formed from a mixture of fresh water and 300,000 tons of Canadian spruce pulp, formed into 12ft by 6ft by 3ft blocks each trimmed block weighing in at 6.5 tons. Externally the outer hull was to have been insulated by a 9in thick layered composite of plywood and fibre. It was estimated that \$50 million would have been required to actually construct the basic structure, with a further \$10 million to fit it out.

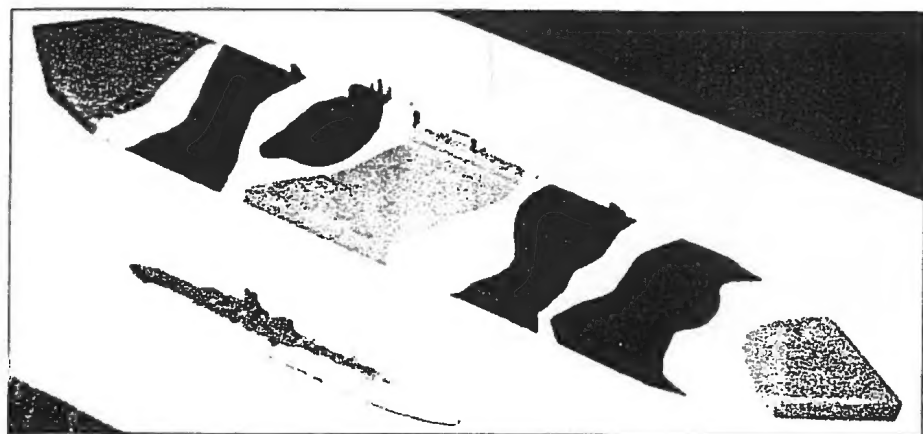
It was initially contemplated that the spring of 1943 would see the start of the construction, aiming for completion in the mid-summer of 1944. But this was soon realistically revised to the summer of 1945, but even before the clearing of the site, certain factors had brought about its cancellation.

Why Not?

The Habakkuk was never built. Why? Certainly it was not for any physical limitation in actually building such a leviathan, as this entire venture was a very practical one, and it could have been built. But it was the steadily evolving performance of long range

maritime aircraft during the latter phase of the Battle of the Atlantic from 1943 onwards, along with the successful evolution of the light escort carrier type, and the refinement of standard weapons and tactics, which effectively sealed this giant's fate. The U-boat threat was slowly but surely contained, and then defeated by these





conventional means

But what if it had been built, and the war had dragged on, into perhaps 1946 and beyond, and the new generation of potent U-boats that Germany was then developing had been unleashed against the Allied convoys. How would such a massive aircraft platform have performed. Well this article will now endeavour to investigate this intriguing idea. As well as discover how such a majestic vessel would have appeared, and how to build your own example.

Performance Projection

In an imaginary scenario of The Battle of the Atlantic in 1945/46, how much would the Habakkuk have influenced the issue? Well as originally proposed she was intended to carry an impressive aircraft complement as befitting her size, with the mention of her carrying maritime versions of Spitfire's (200) and Mosquito's (100).

However it should be born in mind that the final outfit of the Habakkuk might have embraced a more typical late WW2 complement of specifically naval aircraft, with Hellcats, Corsairs, Avengers, and even veteran but effective Swordfish, perhaps supported by a

number of amphibious types like the Walrus, eventually comprising her impressive and very flexible three-hundred strong aircraft outfit. Her impact upon the theatre would have been telling.

As for her staying power, well with her colossal bulk, and 50ft freeboard, it can be imagined that such a majestic vessel could operate in the worst conditions, and that while her deep draught would effectively stop her from operating in shallow coastal seas, the deep central North Atlantic offered waters enough for her to dominate.

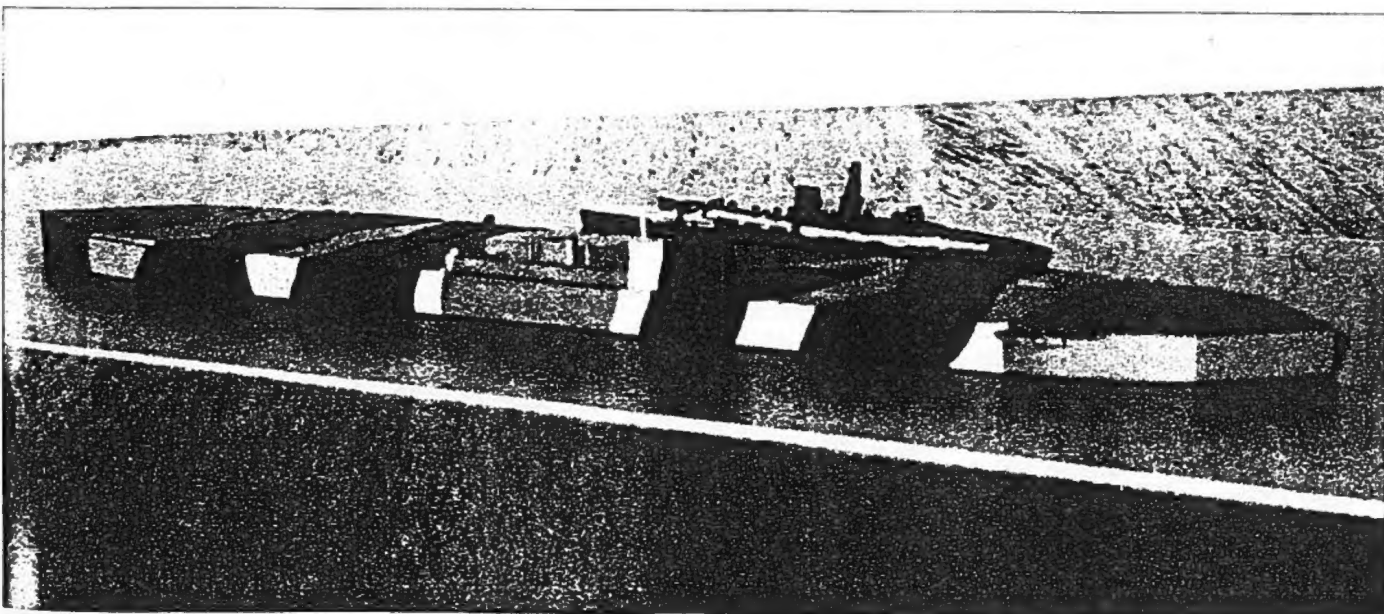
And control them she would have, with her ability to slowly shadow a threatened convoy, covering it with her 300 strong air umbrella, along with undertaking round the clock sweeps of vast tracts of ocean in a telling offensive against any Wolf Packs. Perhaps even serving as a mobile base for a number of deployed hunter-killer escort carrier task groups, covering the entire mid-Atlantic in her embrace.

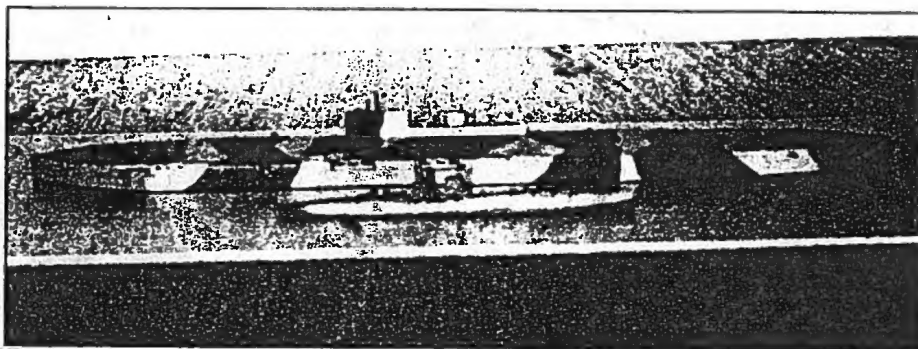
If this prized asset was ever singled out for destruction by a hard pressed enemy, how would she perform, since with her maximum speed of just 7kts she could never hope to outrun even

a submerged U-boat. Well for a start any enemy, whether it be a formation of long range Condor bombers, a Wolf Pack, or very unlikely a surface raider, they would have to breach her powerful aerial shield to get within striking distance, a not very likely proposition given her comprehensive radar, and offensive capabilities. Secondly it would be unlikely that mighty though she was, the Habakkuk would not be operating in isolation. Very possibly a phalanx of anti-submarine frigates or destroyers would have been attached to her, as she served as their central control and mother-ship, with them functioning as her close-in defence, mobile reserve for a convoy under attack, rescue guardships for downed airmen, and the crews of sunken transports.

Although I have not come across any reference to her possessing an integral defensive outfit, besides her aircraft, it is safe to assume that she would have a ample batteries of director guided AA ordnance with which to defend herself. This at least would have equalled the outfit bestowed to the contemporary Indomitable class of fleet carrier, with eight twin 4.5 inch pieces and six eight-barrelled 2 pounder pom-poms, although given the Habakkuk's greatly increased size over this conventional carrier, this armament might have been proportionally greater, say double this at least.

But in the end if all of these barriers had failed, and an enemy got within striking distance, the structure of the Habakkuk herself would have defeated any conventional shell, torpedo, or bomb, with her massive 40 foot thick sides, bottom, and flight deck. Externally her most exposed areas were her engine nacelles, rudder, and island superstructure, but internally her vitals would have been invulnerable.





Royal Navy carriers of this period gives rise to some interesting disruptive camouflage patterns, to bring out the very best in your little model, and result in a piece of some character. Whatever the final scale, intended employment, display mode, and overall finish you adopt, it is now possible though this very simple modelling exercise to introduce this rather unique vessel into your naval collection, and finally see how the Habakkuk would have looked.

If this concept had one weakness it lay out-with her hull. Although well provided with ample stores and bunkers, she could not put into any normal port, therefore logistical back-up in the form of equipment, personnel, fuel and consumables would obviously have to be provided by a fleet of auxiliaries. If this chain was disrupted or broken through enemy action, then effectively the Habakkuk would be crippled.

With all of these points in mind it would have been interesting to see how well such a unique solution to a very serious strategical question might have worked. Could she really have dominated the waters encompassed by her aircraft, and survive all that the elements and enemy could throw at her. From all the evidence gathered, I believe so.

Modelling

Well then, if you have ever wanted to build a rather unique ship, for display, working, or wargaming, one which no commercial manufacturer would ever consider, then this subject can be regarded as ideal. Simply because it has to be physically one of the easiest vessels to faithfully fabricate in model form, since it possesses the most basic of shapes.

As my scale artwork will clearly show, the hull is a straight forward slab sided affair, with no compound curves, no bow or stern flare, and no concession to fine lines or streamlining in any degree. Note here that all my measurements are in feet. The only point to raise with those thinking about a full hull model has to be the 'bevelled' cut to the lower hull. But realistically, the only problem presented has to be in the scale and method of display which suits your requirements, whether it is to be a waterline rendition or full hull, for a display collection or working example, the choice is wide open and varied, it all depends on you.

Obviously if you desire to develop this into a full-hulled, powered working model, then one significant problem springs to mind. While construction of the bland flat hull from 'sheet' material on a supportive skeletal framework would, I think, pose no insurmountable construction

problems, I can only imagine the massive ballast that would be required to enable such a model, in any scale, to float correctly with a scale 150ft draught.

Limited display space was a major factor for me, so I finally settled for a space conscious 1:3,000th scale waterline model favoured by wargamers. In this the fundamental structure is built-up from just sections of plastic card, which are glued together into a 5mm deep 'block'. This rough shape once allowed to dry and firmly set is then trimmed, filed, and sanded to the final 20.32cm long 3.05cm beamed waterline hull. Upon this bland edifice the addition of sponsons and representations of the main 4.5in turrets and pom-pom mountings, along with a well appointed island bridge with its various directors and levels, form the principal points in completing this model.

But obviously the very nature of one's constructional approach to this subject is governed by one's final scale and employment. At anything above 1:3,000th then an internal skeletal framework suitably 'plated' over is the evident path to follow.

To complete this subject one's options are extensive. Although an overall sea grey finish is easy and acceptable, inspection of material on the appearance of other

